



**US 10 PUBLIC HEARING
Wood County B – WIS 34 south
Marshfield to Stevens Point**



Project ID 6350-06-02

Open Forum Hearing

Wednesday, March 2, 2005
Auburndale Elementary School
4 – 8 p.m.

Thursday, March 3, 2005
Kennedy Elementary School
Junction City
4 – 7:30 p.m.

Welcome to the US 10 public hearing. This hearing will consider the location of improvements to US 10, between Wood County B and WIS 34 south, and the associated environmental impacts of the project. The hearing will also cover several proposed state highway system changes associated with this project.

The exhibits on display and this handout were prepared to help familiarize you with the project details. Wisconsin Department of Transportation representatives are available to explain the exhibits and to answer questions on an individual basis.

This hearing is part of the process of involving the public in transportation related decisions. It is your opportunity to have a voice in the planning of the proposed project. Full consideration will be given to all verbal and written testimony.

US 10 PROJECT SUMMARY

The Wisconsin Department of Transportation (WisDOT) is proposing to improve approximately 22 miles of US 10 to four lanes between WIS 13 in Wood County to WIS 34 south in Portage County.

As part of the changes, jurisdictional transfers of state highway segments to county and local jurisdictions would occur in both Wood and Portage Counties. Several other state highway system changes also are included with this project.

PURPOSE

This portion of US 10 is designated as multi-lane connector route in the WisDOT Corridors 2020 Transportation Plan and is also part of the National Highway System. Current traffic volumes on US 10 range from 3,500 to 8,600 vehicles per day and are projected to reach between 5,300 and 12,225 vehicles per day by 2030. Under the projected traffic conditions, US 10 would be unable to efficiently perform its function as a connector route in its current configuration.

The proposed changes to US 10 would serve projected traffic volumes, improve operational efficiency and safety for through and local traffic, and enhance economic viability of the communities served by the highway.

LOCATION

A display of the preferred alternative is attached to this handout. Proposed improvements include:

- Widening of existing US 10 to four lanes from the southern intersection with WIS 13 to Wood County BB
- Southern bypass of Marshfield between Wood County BB and Stadt Road
- Interchange at Wood County A and new US 10
- A four-lane connection of US 10 to the Veterans Parkway
- Widening of existing US 10 between Stadt Road and White Oak Road to four lanes
- Southern bypass of Auburndale
- Overpass of the railroad and existing US 10 west of Blenker
- Northern bypass of Blenker and Milladore
- Interchange with WIS 34 south and overpass of the railroad on WIS 34

Existing US 10 will remain in place between Auburndale and Stevens Point to serve as a connector between communities for local and agricultural traffic.

ESTIMATED PROJECT COST

Real estate: \$12 million
Construction: \$88 million

ENVIRONMENTAL

In compliance with state and federal laws, an Environmental Assessment (EA) has been completed for the proposed improvements on this segment of US 10. The EA assesses the environmental effects of alternatives including no-build, on-alignment, and bypass alternatives. The EA also recommends a preferred alternative between WIS 13 in Wood County to WIS 34 south in Portage County. Comments regarding the EA can be sent to Matthew Bronson at WisDOT District 4 postmarked no later than March 18, 2005.

Avoid, minimize, mitigate

WisDOT does everything possible to avoid impacting wetlands, wildlife habitats, archaeologically or historically significant resources, hazardous waste sites and other environmentally sensitive areas.

Our first directive is to **avoid** environmental conflict, if possible, by making another choice. If that is not possible, the next step is to **minimize** the negative impact. We are then required to **mitigate** any impacts through methods mutually agreed to with regulatory agencies.

Overall, we strive to provide maximum sensitivity and minimal disruption – to anyone or anything – related to this project.

The preferred alternative impacts approximately 40.75 acres of wetlands. In conjunction with the Wisconsin Department of Natural Resources, the United States Army Corps of Engineers, and the United States Environmental Protection Agency, WisDOT minimized the impact of the proposed improvement. The proposed improvements also cross the 100-year floodplain of Beaver Creek and Mill Creek.

REAL ESTATE IMPACTS

The proposal would require the future purchase of additional right of way, 43 residences, and three businesses.

Relocation assistance will be made available to anyone displaced by this project. A survey of available housing and business locations was made in August 2004. This survey indicates that there will be sufficient housing, farm, and business locations available in the project vicinity at the time of the proposed relocations, within the means of the relocates and meeting the requirements for replacement housing, farms, and business locations.

ACCESS

Access will be controlled along the improved highway. Access to the expanded four-lane facility would be accommodated with at-grade intersections at side roads. In areas where the existing highway is expanded from two- to four-lanes, existing private property access would be allowed at controlled spacing. In areas where the improved highway is on new alignment, private property access will not be allowed to US 10. In cases where there is no practical alternative to access farmland, exclusive farm field entrances may be allowed.

STATE HIGHWAY SYSTEM CHANGES

As part of the US 10 project, various state highway system changes are proposed in the central Wisconsin area. These changes are being done to reorganize the highway system to the proper jurisdiction. Some of the factors considered in defining these changes include safety, travel efficiency, system continuity, and traffic volumes.

Jurisdictional transfers

Upon completion of construction of the new roadway, portions of existing US 10 and other state highways are expected to revert to the jurisdiction of local units of government. WisDOT will coordinate the specifics of these jurisdictional transfers with county and local governments. These changes will take affect as the associated US 10 project is completed. Several displays showing the current proposal are attached for your review.

Following is a summary of the proposed jurisdictional transfers:

EXISTING HWY	LIMITS	PROPOSED JURISDICTION/HWY
US 10	Business 13 - Washington Ave	City of Marshfield
US 10	Washington Ave - WIS 13/Wood County A	Town of Cameron
US 10	WIS 13/Wood County A - Stadt Road	Town of Marshfield
US 10	White Oak Rd - WIS 186	Town of Auburndale
WIS 186	US 10 - New US 10	Wood County Highway
US 10	WIS 186 - Wood County N	Wood County Highway
US 10	Wood County N - Portage County P	Portage County Highway
WIS 66	US 10 - I-39	City of Stevens Point
BUS 51	Minnesota Ave - N Point Drive	City of Stevens Point
CTH P	WIS 34 - US 10	WIS 66

As part of the jurisdictional transfer of state highways, both Wood and Portage counties are proposing several changes to their system as follows:

EXISTING HWY	LIMITS	PROPOSED JURISDICTION/HWY
CTH F	US 10 (Auburndale) - Village Limits	Village of Auburndale Street
CTH F	Auburndale Village Limits - Rangeline Road	Town of Auburndale Local Road
CTH F	Rangeline Rd - USH 10 (Blenker)	Town of Milladore Local Road
Blenker Rd	US 10 - New US 10	Wood County Highway
CTH N	US 10 - Wood County H	Town of Milladore Local Road

City of Stevens Point

The proposed changes in the city of Stevens Point include:

- Removing Business 51 and WIS 66 from the state highway system
- Resigning US 10 as WIS 66

WIS 13 and WIS 80 rerouting

The proposed changes include:

- Rerouting WIS 13 to run concurrent with WIS 34 and US 10 from Wisconsin Rapids to Marshfield.
- Extending WIS 80 from Pittsville to US 10 on existing WIS 13.

WIS 73 and WIS 34 will remain on their current routes.

These changes will provide a more direct route for motorists traveling to US 10 and I-90/94. The distance and travel time between Wisconsin Rapids and Marshfield will also be reduced.

Motorists will also benefit from efficient travel by avoiding indirection to Veterans Parkway (WIS 13) in Marshfield and taking advantage of the most current safety and design standards used on the Veterans Parkway, WIS 34, and the future US 10.

Due to the new US 10 construction, an estimated 750 vehicles per day will shift to the proposed WIS 13 from its current route. We expect an additional 400 vehicles per day will shift as a result of the proposed rerouting of WIS 13.

The changes will be implemented when the new US 10 is completed from the WIS 34 south interchange to I-39, which is currently scheduled for 2010.

PROJECT CONTACTS

For additional information about the US 10 project, please contact:

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